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14 October 1963

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**MEMORANDUM FOR: Deputy Director (Science and Technology)**

**SUBJECT : Daily Activity Report - 14 October 1963**

**1. Mission Status**

a. **IDEALIST** - The detachments [Redacted]  
[Redacted] are presently on standby as is the one at Edwards Air Force Base, California.

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b. **BRASS KNOB** - Two U-2 missions were flown on 11 October 1963. Mission #3746 was flown with an estimated 70% target coverage and no reaction. Mission #3747 was flown with an estimated 90% target coverage and no reaction.

One U-2 mission was flown on 12 October 1963, Mission #3748 with an estimated 60% target coverage and no reaction.

Two U-2 missions were flown on 13 October 1963. Mission #3749 was flown with an estimated 60% target coverage and no reaction. Mission #3750 was flown with an estimated 65% target coverage and no reaction.

c. **SATELLITES** - **CORONA/J** Mission #1002-2 made a last attempt to reactivate on 10 October 1963 with no results. It did not attempt to reactivate 11 October since vehicle was forecast to decay at 12/0316E, revolution #294. The vehicle was destroyed on Revolution #292 at 11/2345E.

**2. OX CART Flight Status, Saturday, 12 October 1963:**

a. Aircraft #121 made flight #85 for a duration of fifteen minutes. Maximum speed Mach 1.05 and altitude 40,000 feet. Purpose: propulsion system operational check of the new adapter ring modification.; This flight

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was preceded by high speed taxi tests and lift off to approximately 10 feet for the purpose of insuring that engine performance was satisfactory at rapid changes in angle of attack.

b. Aircraft #121 made flight #86 for a duration of fifty-six minutes. Maximum speed Mach 2.28 and altitude 66,000 feet. Purpose: propulsion system flight check of engine new adapter ring modification, including inflight engine relights. The flight was satisfactory and engine relights were achieved as high as Mach 2.10.

c. Aircraft #122 made flight #30 for a duration of twenty-six minutes. Maximum speed was Mach 1.2 and altitude 39,000 feet. Purpose: performance investigations in the transonic speed range.

d. Aircraft #122 made flight #31 for a duration of twenty-seven minutes. Maximum speed was Mach 1.2 and altitude 39,000 feet. Purpose: performance investigation continuation at transonic speed range.

e. Aircraft #124 (trainer) made flight #154 for a duration of 1:36 hours. Purpose: pilot training.

f. Aircraft #126 made flight #24 for a duration of 1:18 hours. Maximum speed was Mach 1.40 and altitude 40,000 feet. Purpose: inertial navigation system check and test of tire containment shield modification. The high angle anti-radar data acquisition test scheduled for this flight was cancelled as a result of a ground system malfunction [redacted] The inertial navigation system, tire shield mod and ad hoc tests [redacted] [redacted] were satisfactory.

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g. Aircrafts #125 and #129 are undergoing minor maintenance. Aircrafts #127 and #128 are awaiting vertical fins. Aircraft #130 is in process of assembly.

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